

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Stefan Galyas
FROM:	WSCC – Highways Authority
DATE:	4 March 2025
LOCATION:	20 Grove Road, Burgess Hill, RH15 8LF
SUBJECT:	DM/24/3026 Proposed garage/outbuilding. Amended plans received.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

West Sussex County Council was consulted previously on Highway Matters for this application and additional information was sought regarding the proposed garage building. The applicant has now provided additional plans and details.

The proposal is for a new garage/ outbuilding to be constructed at 20 Grove Road Burgess Hill. Grove Road is a residential D class road subject to 30mph speed restrictions in this location.

Access

The proposal would include a new access point to the property in the form of a garage directly accessed from the highway. This would result in the requirement for an extended Vehicular Crossover (VCO) into the property to accommodate for access. The extended VCO would require a license obtainable from WSCC Highways Area Depot- I have independently consulted the Highways Area Manager for this location to ascertain the likelihood of the extended vehicular crossover being approved. The Area Manager has advised that an extended VCO in this location would likely be approved, therefore an informative note has been included below.

The sliding garage door has been demonstrated as being on the outside of the garage, and would therefore slide along the rear of the footway. It has been outlined by the Highways Area Manager that this would be acceptable as long as there is not significant encroachment into the Highway. From the plans submitted it is not anticipated that the encroachment would be so severe as to cause pedestrians to veer into the carriageway or obstruct movement along the footway.

Visibility

As outlined in section 10.6.1 of Manual for Streets 2 (MfS2) the absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously and similarly to how vehicles emerge onto the highway when visibility along the carriageway is restricted. Section 10.6.2 also states that the frequency of vehicular movements should also be considered. The number of vehicular movements during the peak hours for this

proposal is not anticipated to be high therefore the access arrangements as proposed are unlikely to result in detrimental impact. Finally, the footway at present is considered to be of sufficient width to allow an oncoming pedestrian to anticipate a car manoeuvring from the parking area. There are a number of existing residential accesses along the length of Grove Road and therefore it is likely pedestrians would be anticipating vehicles emerging from the back of the footway in this location.

Parking

The plan provided shows a garage measuring approximately 2.75m x 4.90m. It is advised that to count toward a parking provision, WSCC standards outline that a single garage space is required to measure 3m x 6m to accommodate an average sized vehicle- therefore this provision as demonstrated would not count toward the overall parking provision at this property. The LPA may wish to consider this from an amenity perspective.

Secure and covered cycle parking could be accommodated within the workshop area of the building, however any cycle storage within the garage would likely further restrict the ability of a vehicle to park.

From observation of the submitted plans, there appears space within the frontage of the property for a potential of 2 vehicles to park, the number of bedrooms in the dwelling is unknown and therefore the LHA are unable to calculate the parking demand.

Conclusion

The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

Conditions

Access (Access to be provided prior to first use)

No part of the development shall be first used until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Proposed Plans & Elevations and numbered 02v1.

Reason: In the interests of road safety.

Informative Note

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Jodie Wilkes
West Sussex County Council – Planning Services